

## THE MANASSAS FIGHT

The Bill Discussed and Action Deferred  
Until Monday Afternoon.

## THREE VETO MESSAGES.

The Governor Withholds His Signature  
from Two Railroad and One Water  
Bill—Committee Meetings.

The largest crowd that has been seen in the Senate chamber during the present session of the Legislature assembled there yesterday afternoon, when the Committee of the body on Roads and Internal Navigation met to consider the bill to incorporate the Richmond and Manassas Railroad. Some of the most prominent merchants and manufacturers of the city were present to advocate the charter.

Mr. Little asked that the question be postponed until Monday, in order that he might have time to consider it. He suggested that as the Finance Committee had before it the bill providing for the sale of the State's interest in the Richmond and Manassas Railroad, it would be better to let the committee sit in joint session for the consideration of both bills and vote separately.

Scrutinizing a proposed amendment that a limit be placed on the debts, Mr. Mashburn said while he had a number of his constituents press to argue the matter, he thought Mr. Little was right in his suggestion.

Mr. McWayne argued against a postponement, taking the ground that if the matters were not voted on promptly they would be lost.

Mr. Little again took the floor and argued that the matter be heard by the two committees in joint session. He said he did not wish to kill the bill, but that it was important to have it considered.

Mr. Little's speech took place Washington, and the results have already been given in the Dispatch.

**Oyster Committee Back.**

The Joint Legislative Committee, composed of the House Committee on Privileges and Elections yesterday afternoon sat up the Henrico Electoral Board case.

There has been some difference of opinion as to who should constitute the board, one side contending for the continuance of the old board, the other for a new one.

It was stated to the committee however, that the differences had been harmonized, and the matter will now be referred to the House.

Mr. Loveland and Sanders were present to advocate the charter.

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**A CURIOUS PROPOSITION.**

Mr. May said he thought it a curious proposition that two bills be considered in joint session. The Finance Committee might consider the question of the sale of the State's interest in the Richmond and Manassas Railroad, independent of the oyster question, rather than in joint session.

The Washington Library Club gave an audience to German at Bellevue Hall Thursday night.

In the Chancery Court yesterday Thomas Cox qualified as an administrator of the estate of Edward Y. Cannon and is probably insured. The stable was formerly occupied by Mr. John D. Fletcher. A negro was sleeping in the apartment used as an office, but not our safety.

**Our Public Schools.**

The Richmond High School was visited yesterday by a number of members of the Board of Education and Association.

Among the callers were State Superintendent Shinn, of Arkansas; Superintendent Greenwood, of New Jersey; Superintendent of Schools, of New Jersey; Superintendent of Schools, of Tennessee; and Principal Smalley, of Louisville.

Mr. Johnson entered them with very fine recitations by the pupils, and excellent singing.

Mr. Johnson addressed the pupils, full of good, practical advice and very instructive and interesting.

The fire was extinguished, however, with only a loss of about \$50 or \$60 to the building, which is owned by the estate of Edward Y. Cannon and is probably insured. The stable was formerly occupied by Mr. John D. Fletcher. A negro was sleeping in the apartment used as an office, but not our safety.

**Mr. HUNTON SPEAKS.**

Mr. Hunton, in advocacy of granting the charter, said he believed that this was one of the most remarkable cases written before the Legislature. The bill was fully discussed in the House Committee on Roads and was reported, but during all that time nothing was heard from Alexandria and Fredericksburg.

Mr. Hunton never saw the bill and was not sure that it would stop at Alexandria. They would probably be like the people of Fredericksburg in respect to that matter.

**DRUGSTORE WANT.**

Mr. W. E. Bibb, a young man, stated yesterday that his city was strongly in favor of the creation of the charter. They did not care whether the road was built by the Baltimore and Ohio or by another corporation, so it was built. He strongly favored the sale of the State's interest in the Richmond, Fredericksburg and Potowmack.

Mr. McWayne also stated that the people of Petersburg were in favor of the charter being granted.

At 8:45 the committee rose to meet again Monday afternoon at 4 o'clock.

**Three Veto Messages Sent In.**

Governor and People, after special meetings in the House yesterday, setting forth the reasons why he had determined to withhold his signature from the bill, and the various objectionable provisions. The bills vetoed were those incorporating the Capital, Richmond and Petersburg, and the Pennington Gap Railroad Company, and that for the relief of France.

The principal objections urged by him, according to the two railroad bills is that in neither is there any limitation, either explicit or implicit, upon the roads which shall be commenced or completed.

Another objection is urged against the capital stock bill, that no maximum limitation has been prescribed on the capital stock. In this connection the Governor said he had been advised to conform to the ruling of the railway companies incorporated in this instance, as in my opinion, with all due courtesy to sound public policy, and the establishment of a precedent which will be most dangerous, with all the evils and unkindred dangers to its capital stock, such a railway company cannot possess itself of sufficient means to carry on its operations.

Another objection is urged against the capital stock bill, that such a maximum limit is not provided for in the bill.

That such a maximum limit is not provided for in the bill, but this does not affect the bill, as the bill does not affect the capital stock bill.

The bill, however, makes a road which may be commenced, but it does not affect the capital stock bill.

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